

TERMS OF THE TIMES.
PUBLISHED EVERY DAY IN THE YEAR.

SERVED BY CARRIERS:	
DAILY AND SUNDAY, PER COPY.....	\$.20
DAILY AND SUNDAY, PER DOZEN.....	.30
BY MAIL, POST PAID:	
DAILY AND SUNDAY, PER MONTH.....	.85
DAILY AND SUNDAY, PER QUARTER.....	2.00
DAILY AND SUNDAY, PER YEAR.....	9.00
WEEKLY MIRROR, PER YEAR.....	2.00
WEEKLY MIRROR, PER YEAR.....	2.00

THE TIMES is the only morning Republican newspaper printed in Los Angeles that owns the exclusive right to publish here the telegraphic "night report" of the Associated Press, the greatest news-gathering organization in the world. Our franchise has recently been renewed for a long term of years.

SUBSCRIBERS, when writing to have the address of their paper changed, should state the former address.

CORRESPONDENCE solicited from all quarters. Timely local topics and news given the preference. Letters will be read and sent real name for the private information of the Editor.

TIMES-MIRROR TELEPHONES. Business Office..... No. 29 Editorial Room..... No. 30 Standard Printing House..... No. 403

Address THE TIMES-MIRROR COMPANY, Times Building, N.W. First and Fort Sts., Los Angeles, Cal.

Entered at Postoffice as 2d-class Matter.

The Times.
BY THE TIMES-MIRROR COMPANY,
H. G. OTIS,
President and General Manager.
ALBERT MC FARLAND,
Vice-Pres., Treasurer and Business Manager.
W. A. SPALDING, Secretary.

"The Times" has a larger bona fide circulation than any other newspaper published in Southern California.

POINTS OF THE MORNING'S NEWS.

Observance of Washington's birthday in various parts of the country....A Southern Pacific train held up by robbers in New Mexico....The President's Southern trip....Fight between Yaqui Indians and Mexican troops....The San Diego fire department to reorganize....Washington notes....Brilliant outcome of meeting of the San Francisco Olympic Club....Murder at French Spring, Arroyo Seco....Robberies predicted at Duluth....Beloit Island Prohibitionists nominate a ticket....Suicide of an sloping couple at Alliance, O....A Chicago boy accidentally shot by his brother....San Francisco ahead in the race for the Democratic National Convention....Oakland Republicans preparing for the coming city election....Amherst College students hold a mock convention....More outrages by Apaches....Change in the management of the Atlantic and Pacific Railroad....Proceedings in the British Parliament....Clara Folz to test her legal right to vote at San Diego.

In the San Francisco letter published last Sunday the date of the municipal election in that city should have been November instead of October.

THE TRIBUNE of yesterday gave itself up to Boyce, his grievances and his alleged "vindication," and in doing so, proved itself to be what we have always asserted, namely, the private organ of that punctured person.

The Pacific Fruit Grower, just issued, contains a number of interesting and valuable articles and several good engravings, including an excellent view of the celebrated Euclid avenue in Ontario. The Fruit Grower keeps up its reputation as a representative journal of Southern California.

The real California winter is here, with its unclouded skies, growing grasses, ripening fruits, blossoming flowers, singing birds and running streams. What a contrast to the frozen winter of the Atlantic Coast. No wonder the East is afraid of the constantly increasing immigration to Southern California.

To ACCOMMODATE its increased business, the Evening Express Company has decided to put in a new Hoe double-cylinder newspaper press. This style of press is one of the best of its kind made, and will do our evening contemporary good service for many years to come. The owners are also casting about for a new building.

A TERRIFIC letter received from Dr. J. P. Widney, embodying a protest against the possible destruction by vandal hands of the timber on Government lands in the mountains to the northward of Los Angeles, and suggesting Congressional interference for its protection, was intended for today's issue, but goes over till tomorrow.

The sneaking and scoundrelly director of the Trombone's editorial columns publishes a "warning" to the editor of this paper. The warning is herein and hereby spurned and spit upon; likewise the source of the same. *Sober!* Do you remember the reply of Camborne when summoned to surrender at Waterloo? No? Well, consult Victor Hugo, and you have our "defy" to your impotent warning.

We observe that the rotten Trombone gang (the Trombone is edited by an indicted revenue robber, to wit, Eastman, and owned by a fakir, to wit, Boyce,) are disposed to be personal towards "Col. Otis," and is in the habit of working off a good many impudent importunities about him, his alleged doings and his imaginary relations with his business partners. Well, Col. Otis begs to present his compliments and his defiance to The Gang, and to assure them that his opinions of thieves, scoundrels, fakers and frauds has not changed, and cannot be changed by a thousand libel suits, whether successful or unsuccessful.

THE TIMES "Waterloo" is the head of an impudent personal editorial of yesterday's Trombone, written by the notorious person of the name of Boyce, who has a grievance, a "record," and a skull-cap. In his editorial Mr. Boyce takes the names of Messrs. McFarland, Spalding and Mosher, of this paper, in vain, seeking again to place them in the false attitude of being at variance with their associate, the editor of **THE TIMES**. This is a very old chestnut, as rotten as the handle of it himself. Mr. Boyce's allegations have no more truth in them than their author contains; which is the minimum, if not zero. His object in repeating these lying statements of last summer is palpable; it is also futile.

In the late Boyce trial, Deputy District Attorney Dunlap, who had charge of the prosecution, by direction of his chief, District Attorney Dupuy, was made the object of shameful mis-

Today's "Times"—Special Edition—20,000 Copies.

of its twelve-page TIMES 20,000 copies have been printed, one-half of this number being designed for circulation abroad. The number contains:

I. "The Systemization of the Railways of the Southwest," by ex-Gov. Lionel A. Sheldon—an elaborate and very valuable paper, in the course of which the resources and advantages of Southern California are presented in an exceptionally able and effective manner.

A large array of striking facts and figures, relating to the resources, and progress of Los Angeles city and county, the whole forming a most complete refutation of the misrepresentations in regard to this section which have been so extensively published in the East. As such, this information will be specially adapted for sending East, to persons who desire authentic information regarding Southern California.

III. The essential portions of a complete GUIDE BOOK OF SOUTHERN CALIFORNIA, just compiled by the well-known and versatile writer, Charles F. Holder (and which is subsequently to be brought out in pamphlet form, bound in flexible covers, and sold for 50 cents a copy).

IV. An account of the operation of the new perfecting press of **THE TIMES**, which was on public exhibition yesterday for the first time; also a description of the popular public reception given by the company.

The current news of the day, telegraphic, local, mail and miscellaneous, together with a variety of minor matters relating to the city and county.

Send orders for this extra issue.

PIECES.

10 copies..... \$.25
100 copies..... 2.50
1000 copies..... 30.00

Leave orders at the counting-room or order by mail or express, inclosing the cash. Dealers supplied on the same terms.

A Day in February.

It is a pleasant thing to waken in the early morning on these February days in semi-tropical California. Your windows are already open, for the night air is soft and pleasantly cool, just of that temperature to insure restful slumber. The morning breaks clear in the cloudless east. There is a gush of bird-song. Multitudinous feather songsters are in the green-boughed trees, and they warble as if filled with the breath of the early Maytime. The fragrance of flowers is wafted with their songs into your chamber. Without, the earth is green; the grasses sway to the touch of the passing winds—the light, soft winds, that breathe gently from the sea. You say good-morning to the golden-winged butterfly. He is about, never dreaming that anywhere is such a thing as winter. The bee is sipping honey from the rose, and the humming bird is swaying on the white tips of the calyx. The brooks and the rivers run on with a silver undertone of music. The broad palms drop their wide shadows upon the ground. The eucalyptus lifts its head some seventy feet into the sun, tall and straight, with its rustling, scimitar-like leaves. The olive turns a silver-hued face to the sun, and the pepper waves its bright green banchers in the light. The golden-yellow abutilon sways softly, and the amber globes of the orange set your mouth to watering in its longing. There is no limit of winter any where but upon the heights, where the frozen crests of the distant ranges lean their snow-mantled shoulders upon the deep blue breast of the bending sky. They look down upon smiling valleys which are already nursing the summer's harvests. Upon fruit orchards, and gardens, where the patient Chinaman labors month by month throughout the year his vegetable treasures. Here you may smack your epicure lips over the winter supply of marrows, and the tender heads of lettuce. The beet, the cabbage and the turnip are all on duty, asparagus lifts up its head and the white stalks of the celery nod an invitation to you to pluck them. "The few pots of Egypt" are empty beside those which may be filled here even in February. Nature is good and generous from January to December. February is summer as well as June. And here, O February snow-bound reader, there is room for you.

Success Organized.

The putting into operation of the TIMES' "Presto" press, which was yesterday first exhibited to the public, was probably the most successful start ever made in the United States by any perfecting press. The result was due to the excellence of the machinery, to the thorough way in which it was set up, and to the skill and ability of the workmen employed. Charles T. Stuart, of R. Hoe & Company, New York, the foremost printing-press builders in the world, had charge of the press, assisted by George W. Crawford, foreman of the pressroom; George Hill, chief of the San Francisco Call's stereotyping department, had charge of the Plate making, assisted by H. W. Ross, late of Chicago; and Frank C. Eddy, foreman of the composing-room, had charge of the work of preparing the type forms. All did their work well.

A Popular "Presto" Reception.

A large number of citizens and strangers accepted the invitation of the Times-Mirror Company to witness the running of the new Hoe perfecting press of **THE TIMES** yesterday. An account of the affair appears on the first page. Hosts of our friends whom we would be glad to see could not be present. To these we now extend an invitation to be present on Friday forenoon; when the WEEKLY MIRROR for this week will be run off.

In the late Boyce trial, Deputy District Attorney Dunlap, who had charge of the prosecution, by direction of his chief, District Attorney Dupuy, was made the object of shameful mis-

representation and coarse abuse by Boyce's private organ, the Tribune, which has not even yet ceased attacking this officer for having dared to do his duty. Now, it is a fact well known to everybody familiar with the course of procedure in the District Attorney's office, that no action is begun except by the consent and direction of the head of that office; his deputy follows instructions, and does not initiate proceedings in any case; consequently Mr. Dunlap, in doing what he did, reflected the will of his chief, Judge Dupuy, who is bound to sustain his subordinate in all proper ways. The Tribune cunningly attempts to administer "taffy" to Judge Dupuy; but in attacking Mr. Dunlap it attacks the District Attorney's office; it attacks its head, who authorized the prosecution, and in authorizing it acted within the line of his official duty.

The Tribune is not a street in Los Angeles where the builder's hammer is not heard, no section of the city where some improvement is not in progress; no direction in which the city is not growing, reaching out over the plains and over the hills, leaving behind old centers and forming new ones; adding to its industries, developing its resources, multiplying its manufacturers, seizing upon the latest improvements and incorporating in its growth the results of modern advancement and inventive skill—a city no whit behind the older cities of its size in the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the American people of the principles which would be wrought into the Democratic platform.

Mr. Dawson of South Carolina followed in the same vein.

Another protestation was made to fix June 5th as the date, but this, as well as the one suggested by Mr. Scott, was objected to by Senator Gorman, who declared that, in view of the fact that there were no delegations from the Democratic party upon the tariff question, it would be impudent to hold the convention before the Democratic House of Representatives came to order. He said that the matter had been referred to the Committee on Finance, which would decide upon the date as early as May 23rd. The campaign should be made vigorous and aggressive by the selection of an early date and a distinct and early enunciation to the

SOUTH CALIFORNIA.

(Continued from Third Page.)

obtained her independence and the Indians were released from the supremacy of the priests, they were totally unfit for self-control and so given over to indolence and drunkenness that a year later the law of emancipation was repealed and they were again under priestly control.

Under the Mexican rule there were some who began to investigate the disciplines of St. Francis, and it was found that far from emulating the poverty of the founders of their order, the fathers were the magnates of the land, and an order was made for the regularization of the missions. The fathers who had built up this magnificent estate were "relieved from the administration of temporalties," and were requested to devote their time to spiritual matters. It is said that in a spirit of revenge the Franciscan priests made every attempt to destroy the works of art at St. Gabriel, so that it would fall into the hands of the enemies of the order; thousands of cattle were slaughtered, groves uprooted and vineyards ruined. On the other hand, many old residents deny that these acts of vandalism were perpetrated. The stranger in the San Gabriel Valley will look in vain for the works of art at St. Gabriel, so that it would fall into the hands of the enemies of the order; thousands of cattle were slaughtered, groves uprooted and vineyards ruined.

In 1852 the Hon. B. D. Wilson made a report to the Interior Department, in which he estimated that at that time there were in the country of Santa Barbara, Tulare, Los Angeles and San Diego about 15,000 Indians, comprising the Tulearos, Cahuillas, San Luisenos and Dieguenos. In 1872 another report was made, and but 5000 could be found, and the wiping out of these 10,000 men, women and children for such was, is a dark spot upon the history of the American Nation. The painful remnants are scattered all over Southern California, hidden away in the mountains of San Jacinto and San Bernardino, while in the recesses of the other ranges and hills one occasionally comes upon a small settlement.

The San Gabriel, six miles from Pasadena, there is a small settlement of half breeds, living in houses formed of grass; but by far the greater number are in San Bernardino and San Diego counties, while others are to be found about the missions of San Luis Rey, San Juan Capistrano, and others up and down the coast.

The village of San Gabriel is today a collection of gray shacks, hardly aspiring to anything else, yet its history is interesting in the extreme, and time may be well spent in strolling over the old ruins and vineyards in its precincts. Among the old ranches or haciendas at the village are many that date back to the earliest American occupation. Among them is the Los Robles Ranch, owned by the former country home of ex-Gov. Stone, man, embracing about four hundred acres, and including a large vineyard, from which many tons of grapes are taken yearly. On the place are several Mexican adobe huts in which the Mexican grape pickers live. Near here on the high bluff is Oak Knoll, from which there is a charming view of the valley, the town, and where one of the finest and oldest oaks in the valley is seen.

On a ranch not far distant may be seen cork trees, telling the story of this curious climate. The old mill, El Molino, is an attractive place, near at hand, yet difficult to find owing to the growth of trees and other vegetation. The origin of the oil mill and its age are shrouded in just as much mystery to give it an interest. It was built as a grist-mill for the old missionaries, and according to some authorities dates before the time of the mission, while others contend that it was erected at the same time as the present mission.

Be it as it may, El Molino is a most romantic spot, a remnant, as far as we can see, of the past time, and a striking contrast to the modern habitations of Pasadena so near at hand. El Molino is now used as a home by its owners, and originally was about 55 feet in length and 23 or 24 feet wide. One is immediately struck with the thickness of the walls, which are like those of a fortification, four feet thick, windows small and barred with iron and shutters, carry out the impression that in the old times invasion was prepared for. In the lower story two large arches are seen, under which the machinery was stored, and where the grottoes have been added. Two buttresses lend character to the bluffs, and have been cemented into stone, of a conical shape, and have been cemented about.

The grounds about El Molino have had their own way apparently for years, and a profusion of flowers abound. From here one can stroll into the Wilson Canyon, one of the most beautiful spots in the valley, where grand and lofty trees, covered with vines, form an almost impenetrable semi-tropical jungle.

MISSES OF CALIFORNIA.
Date of founding, and population in 1883, as given by Tom Humboldt:

	Males	Females	Total
1883, San Diego.....	776	1,103	1,880
1870, San Carlos (Carrizo).....	376	512	888
1871, San Gabriel.....	532	515	1,047
1871, San Antonio (Padus).....	458	415	873
1872, San Jose (Esposo).....	374	325	699
1872, San Juan (Capistrano).....	60	101	161
1876, San Francisco.....	433	381	814
1877, Santa Clara.....	736	555	1,291
1882, Buena Ventura.....	456	503	959
1883, Santa Barbara.....	581	571	1,098
1878, La Puente (Cajon).....	457	571	1,028
1879, Soledad.....	266	563	829
1879, Santa Cruz.....	199	457	656
1879, San Luis Rey.....	305	672	977
1882, San Miguel.....	305	61	366
1879, San Fernando.....	317	297	614
1879, San Juan Bautista.....	530	498	1,028
1878, San Luis Rey (Francisco).....	276	532	808
	15,562		

CHAPTER IX.

The Seaside Resorts.

An hour's ride from Los Angeles brings one to the watering-places most affected by the Los Angeles—Santa Monica and Long Beach, while other resorts are found down the coast toward Anaheim, Newport, San Luis Rey, San Juan Capistrano and San Diego. Santa Monica lies directly west of Los Angeles, a pleasant ride on horseback or by carriage, and easily made in three or four hours, or in less than an hour by rail. The road leads through a valley situated on the north by low but picturesque mounds of the Sierra Santa Monica range, finally bringing one to the blue ocean and the little village of Santa Monica. The configuration of the place roughly recalls Long Beach. Here is a bluff, nearly 100 feet high, facing the ocean abruptly, and forming a prominent

landmark. To the north this is cut into a large and picturesque cation, and to the south it gradually descends and merges into the low land that reaches away toward the new harbor of Ballona.

The town is situated on the bluff, though the Hotel Arcadia stands partly on a rock. To reach the hotel from the town proper at least 90 steps have to be descended, bringing one upon a pure white beach that extends for miles, forming the bay of Santa Monica. Beyond the hotel, which is an excellent one and an ornament to the place, the town makes no architectural flights of fancy. The houses are nearly all monstrosities, powerful enough to tow a boat. The poor old *poco ocular*, or *poor ocular*, is an attractive fish, about a foot in length, while the rock cod, Spanish mackerel and many others are productive of fine sport. The great ray, *manta*, is not unfrequently seen beyond the hotel, which is an excellent one and an ornament to the place, the town makes no architectural flights of fancy. The houses are nearly all monstrosities, powerful enough to tow a boat. The poor old *poco ocular*, or *poor ocular*, is an attractive fish, about a foot in length, while the rock cod, Spanish mackerel and many others are productive of fine sport. The great ray, *manta*, is not unfrequently seen

Gulf of Mexico, that is to my mind, one of the finest table fishes of the South, and I have found the largest good test of strength to land.

The great Jew fish, sometimes weighing 400 pounds, is taken here, and a monster sea bass, powerful enough to tow a boat. The poor old *poco ocular*, or *poor ocular*, is an attractive fish, about a foot in length, while the rock cod, Spanish mackerel and many others are productive of fine sport. The great ray, *manta*, is not unfrequently seen beyond the hotel, which is an excellent one and an ornament to the place, the town makes no architectural flights of fancy. The houses are nearly all monstrosities, powerful enough to tow a boat. The poor old *poco ocular*, or *poor ocular*, is an attractive fish, about a foot in length, while the rock cod, Spanish mackerel and many others are productive of fine sport. The great ray, *manta*, is not unfrequently seen

coast, and in their crude attempts are seen the primitive forms of the fife and flute. Most of these instruments were whistles made of bone, with a single hole in the middle, or near the center, one end being closed with asphaltum. The sound was certainly not the music of the future. Some of the largest are six or seven inches in length, and made from the leg-bone of a deer, and these are produced of fine sport. The great ray, *manta*, is not unfrequently seen beyond the hotel, which is an excellent one and an ornament to the place, the town makes no architectural flights of fancy. The houses are nearly all monstrosities, powerful enough to tow a boat. The poor old *poco ocular*, or *poor ocular*, is an attractive fish, about a foot in length, while the rock cod, Spanish mackerel and many others are productive of fine sport. The great ray, *manta*, is not unfrequently seen

growers are amply satisfied with their lot. Their numbers are increasing with a rapidity that has no parallel in any country, and the time is coming when California will supply the eastern winter markets with all seasonal varieties. The olive oil and the fruits of olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in vast quantities from Europe and the West Indies. The people who are flocking into Southern California are mainly well-to-do. The majority have means enough to invest in homes, and it is no place for the poor farmer who expects to live on his land. Governmental olive oil and the fruits of various kinds that are imported in

THE CITY IN BRIEF.

The police commissioners will meet today, when a lively time is expected.

San Pedro sent 50 flat-car and 28 box-car loads of lumber through to this city yesterday.

The Beaumont excursion yesterday was not a success. About 250 people attended.

Yesterday was the warmest day of the season. In the afternoon it was almost warm enough for a summer day.

A petition is being numerously signed, urging the Council to order the piping of the gas on Wall street between Maye and First.

The work of curbing and paving Sixth Street is delayed, pending the decision of the City Council as to the composition of the street.

At St. Barbara's Episcopal Mission a meeting will be held this evening at 7:30 at the hall. The mandate of citizens and others interested in building a church there.

This is the centennial year of the Women's Foreign Missionary Society, an effort is to be made to increase the surplus of \$1,000,000 called for by the board to celebrate the occasion.

The Armenian Foreign Missionary Society held a meeting on Tuesday evening, for the purpose of devising a method by which \$50 could be procured for Miss H. M. Eddy, Sidon, Syria. On a collection was taken.

The foundations of the new City Hall on Fort street are to be three feet deeper than originally intended when the plans were drawn. This is being done to save the expense in underpinning should adjoining buildings be erected with 15-foot foundations.

The City Council has granted permission to the Los Angeles Glass Manufacturing Company to take sand for their works from the beach of the Pacific Ocean on Buena Vista streets. The work of erecting buildings and furnaces will be commenced next week.

Koster's pianist sat on Second street, in the Koster block, was formally thrown open to the public last evening. The services of Meine's brass band were brought into requisition, and several hundred ladies and gentlemen availed themselves of the opportunity of dining as inspection of the spacious restaurant and parlors.

A praise service, given under the direction of the choir, will be held at the First Presbyterian Church on Sunday evening. The choir consists of Mrs. W. W. Buckingham, soprano; Miss Kate Rider, contralto; Mr. F. N. tenor; Mr. H. S. Williams, bass; and Miss Oglive, organist. They will be assisted by Mr. C. S. Walton, the popular laura.

The new motors for the Pico-street electric railway are now on their way to this city. Arrangements will soon be made to run from the corner of Main and Pico Streets to Maple avenue and Seventh street. The locality through which the line runs is rapidly filling up, and a car every 20 minutes will run, reducing the time of travel.

The funeral services for the residents who have suffered under the influence of irregular conveyance to and from the city.

The news of the death of George E. Long will be learned with regret. His remains will be preserved from his home until the time of interment in the church which proscribed him two weeks ago. He was a member of the Masonic fraternity, and a charter member of Southern California Lodge No. 100, which will conduct the funeral ceremonies today will be conducted, from his late residence at 96 State, at 2 o'clock p.m.

The Board of Education held a regular session on Tuesday, and the large number of absentees was traced to Miss L. Desmond until June and Miss M. Desmond was transferred to fill the vacancy. The new principal of the Hellman-school is to be installed on Friday, and the other officers of the Recommendations that school buildings be erected at Morris Vineyard, San Pedro, and Montgomery street were received from the Board of Education. The cost of the motion it was decided to inspect the sites.

The meeting of New Yorkers was quite a success. M. J. Waldegrave of the Supreme Court of New York, occupied the chair, and appeared Messrs. D. L. Dawson, Dr. Mitchell, and J. H. Sheridan, on committee on permanent organization. Messrs. J. Waterhouse, M. Whaling and S. Bevan, and Mrs. J. and Miss C. A. and Miss C. A. were elected a committee of correspondence to call on former residents of the State of New York. A meeting will be held next Monday night, when committees will report, at 75 North Main street.

PERSONAL NEWS.

W. L. Vail, business manager of the "Standard," visited the Times office yesterday.

Hon. William Matthews, one of San Francisco's prominent land lawyers, is visiting Los Angeles, and is a guest at the Nadeau.

For Exchange.

FOR EXCHANGE—GET IN AND RIDE! While we are here, we keep the ball rolling by our farms in Iowa.

One farm, 160 acres in Nebraska.

Any or all to exchange for a California property.

50 acres in San Bernardino county, 60 acres farm near Compton.

60 acres in San Joaquin valley, Los Angeles, Boyle Heights.

One farm, 160 acres in Menlo Park.

One farm, 160 acres in Los Angeles.

One farm, 160 acres in Menlo Park.

One farm, 160 acres in Los Angeles.

to approach a subject on its most unfavorable side. By this course one is not so likely to deceive himself, or to overdraw in delineation. Through that process the objectionable feature is first introduced, and then it cannot be wholly effaced by the beauty of others, and one is not so liable to be overwhelmed by enthusiasm and to lose the power of impartial judgment. No country is without its drawbacks and disadvantages. Southern California is no exception to the rule. It is an empire compared with which vast stretches of country that have been crossed by the railway lines under consideration, and yet its territorial extent is greater than that of one-half of the States of the Union, and of several of the important nations of Europe. The greatest disadvantage of the country is the absence of fuel, and next to this is the comparatively small supply of water. It is true that not as much fuel is needed as in colder countries. But little coal has as yet been discovered, and the utilization of oil, which abounds to some extent, for heating purposes, is a thing of the future. It is true that wood will be had from the north, and that coal will be more abundant when railroads are built into more sections where it abounds, and that the cultivation of the eucalyptus and practice of French economy in making fagots of the cuttings from the fruit trees will afford a supply so that the people can get along very well; but the fact should not be ignored that fuel will always be an item of no little expense.

The supply of water is not so serious a matter. Nature has provided a great variety of productions, and which are adapted to all climates and conditions. Those in Southern California do not need as much water as those of the Midwest, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case. These causes tend to insure that the water which is obtained by means of artesian wells, which it is not necessary to sink to great depths. The vast mountain ranges extending a great distance to the east, and others which abound throughout Southern California, must be repositories of water resulting from melted snows, and which have underground channels, and foot hills, valleys, etc., which would be dry if the general course is, and must be reversed. To boom the country more effectively is not by florid advertisements, but by cultivating its soil and developing its resources.

LOS ANGELES.

This city is the great distributing and shipping point of Southern California. It is favored in location. In fact a city could not have been located in the south of the Tehachapi Mountains in view of many reasons, but the general course is, and must be reversed. To boom the country more effectively is not by florid advertisements, but by cultivating its soil and developing its resources?

That in its favor which is of the least value is its scenery. Towering mountains which are seen in every direction, seeming to rise higher as their distance is greater, and apparently as they approach, when they are creviced with gentle slopes and intervening valleys, with picturesquely diversified, and covered or dotted with verdure in summer and winter, at least delight the esthetics of human nature, though they contributed nothing towards sustenance or the wealth of the people.

It is a land of contrasts, of pure and impure atmosphere. From valley to mountain top are found varying degrees of temperature. Sea breezes modify the cold air from the snow-capped mountains in winter, and reduce the temperature of the hot season. The climate is agreeable and salubrious. It is recognized as a sanitarian for invalids from pulmonary diseases and for those whose constitution demands invigoration.

Men can live in Southern California as cheaply as in any other part of the country. The ocean furnishes an abundance of marine food. All kinds of vegetables grow in every season of the year, and those which are fresh can always be had. Cattle and sheep are plentiful in the mountains, and an indefinite distance eastward, and the prices of meat are lower than in the East, or even in the Northwest. California has long been celebrated for the excellence and abundance of her wheat. Southern California raises good corn, and her barley crop is second to none. Every classed provisions and breadstuffs are produced more abundantly and at less cost than in most sections of the Nation. In addition to this all kinds of fruits are raised, such as apples, peaches, pears, apricots, plums, cherries, lemons, limes, oranges and olives, all the varieties of berries, wine and raisins, grapes, and nuts, including almonds and English walnuts. When fully developed, California will be able to supply the Nation with wine and raisins, and Southern California will do much the largest share of it. There is perhaps not a spot on earth which so nearly produces within itself all the necessities and luxuries of life, and nowhere can man find a place where he can support himself in plenty and comfort on so small a piece of land, and with less labor. Outside of the districts where extensive manufacturing is done there is no part of the Nation capable of sustaining so dense a population. This will never be noted in manufacturing industries for several years to come, and of which it is said, "it has no need to be, as because labor can be more profitably employed in cultivating the soil and in husbanding its products."

If there was nothing more, there is enough in the character of the country and in its productions to induce the construction of rail lines hither. The government, cities and its agencies will cause tourists to come, and men in affluent circumstances will seek winter residences here. The magnitude of the business will attract active men who wish to engage in it and good wages will bring the laboring people. Through travel is now an important feature in railway traffic, and it will increase with the growth of the country. It must be borne in mind that the bulk of the fruits and wines are consumed east of the Rocky Mountains, which furnishes railroads an immense tonnage, and as it is not a manufacturing section, its supplies of general merchandise are brought from the East.

But there is to be more in the future than the local traffic of Southern California. The railroads and steamships have their termini at the ocean, not merely for the purpose of carrying people and from seaside resorts. They are looking beyond and to taking part in traffic that comes from the sea. From Asia, Australia and the islands of the Indian and Pacific Oceans of the most consequence, the distance is less to the harbors to which the extent of the coast at any point of the western coast with the limits of the Nation, and from them their lines are shorter than

any others to the Northwest and the East. Hence, they are without competition from others with equal advantages, unless by steamships across the Isthmus, and by sailing ships around the Horn. The three systems are threefold—to participate in local, transcontinental and intercontinental traffic. The future will disclose whether the harbors of Southern California are, or will be, made sufficiently commodious to attract and command oceanic traffic. Should what seems to be the natural and probable be realized, the section of Southern California where these rail lines are located, from the sea to the mountains, will become the busiest part of the Nation, and all the valleys leading to Los Angeles will soon become unbroken cities of residences.

There is already a large influx of population from Southern California, and great activity in business. Real estate is held at high prices, but it is changing hands rapidly. It is a veritable boom, but is it an inflation? California is a wonder. The production of placer gold, the big trees, the Yosemite Valley, the vastness and variety of the country, the rich soils, the sun, and salubrity of climate, the bright sun, the achievements of the people in building railroads and cities and towns, the grandeur of the mountains and almost everything about the State borders on the marvelous. Whatever is alleged about the country which is out of the common way, is believed to be true. There is no country more likely to be believed, while, if said of other localities, it would be regarded as a Munchausen story. Were it not for its great natural resources, it would be an easy matter to originate in the State a "South-sea bubble," and to create a boom that would soon end in a bust, as it did in the West. The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water exists, and instead of conveying it to their residences and their crops which require irrigation in open ditches or aqueducts, it is carried in pipes laid under the surface, which avoids seepage and evaporation, and by this method becomes as useful, as it would be in this case.

The water supply is ample, and the people fully appreciate the necessity of making the best use of what water

FACTS AND FIGURES.

THE FAITH THAT IS IN US.

Forwarding Reading for Carriers and Other Imports and Exports—Western Increase of Trade.

We are unable to find any more effective method of communication than the one we have adopted in the East regarding the facts and figures of our present condition. The following columns will be worth more than many pages of abstract description, and should be read throughout the country by all who are interested in the history of Southern California.

Wholesale Harbor Businesses.

BUREAU OF LUMBER IN LOS ANGELES.

17,498,800
27,194,308
29,909,965
41,217,438
57,147,835

Oct. 1, 1887, to October 31, 1888.
170,111,000
74,948,000
149,741,000

Oct. 1, 1887, to Oct. 31, 1888.
597,793,934

NUMBER OF FREIGHT SHIPS AND PASSENGER CARRIERS.

Oct. 1, 1887, to Oct. 31, 1888.
146

Oct. 1, 1887, to Oct. 31, 1888.
109

Oct. 1, 1887, to Oct. 31, 1888.
67

Oct. 1, 1887, to Oct. 31, 1888.
174—350

Oct. 1, 1887, to Oct. 31, 1888.
1040

Oct. 1, 1887, to Oct. 31, 1888.
15,400

Oct. 1,

FACILE PRINCEPS.

LOS ANGELES AHEAD OF SAN FRANCISCO.

Fifty Thousand Tons More Local Freight Received at Los Angeles Last Year Than at San Francisco—Seventy-seven Per Cent Increase.

The correspondence herewith submitted, being extracts from a letter received by the secretary of the Los Angeles Board of Trade from W. F. White, traffic manager of the Atchison, Topeka and Santa Fé Railroad Company, and a full statement from A. N. Towne, general manager of the Southern Pacific system, controvert the remarkable passenger and freight movement to this section of California.

Statements such as these, coming from two of the most prominent railroad managers in the United States, may be referred to without comment, for no one can read them without being impressed by the part of the state experiencing a development probably without parallel in the United States at the present time.

ATCHISON, TOPEKA AND SANTA FE RAILROAD COMPANY.

OFFICE OF FIRST VICE-PRESIDENT,
RICHARDSON,
CHICAGO, NOV. 23, 1887.

Eugene Germain, President Los Angeles
Board of Trade, Los Angeles, Cal.—
DEAR SIR: Your favor of the 19th inst., has reached me here on my way home from the East.

In connection with the extension of our system of lines throughout your district, we have had the pleasure of diversifying our operations from the Northwest and other parts of the country, where it had been drifting for some years, to your locality. . . . We are pleased to inform you that there could live there and be prosperous and happy, also because our roads were largely interested in the same. Our roads in this direction, is a great deal of money in this direction, but we have we have succeeded in accomplishing what we started out to do, and which, up to the time our company took over, had not been attempted by any other railroad company.

As a result of our efforts in this direction we have made ourselves overwhelmingly popular with the more important branches of passenger traffic that has ever been known in the history of this country. Notwithstanding our experience in these matters, we are still anxious to know if there is not so short a time, nor would it be reasonable to expect that we should have done so. To take care of these passengers and get them through to their destination in Southern California in any kind of comfort calls for the most strenuous efforts on our part every day, and taxes our motive power to such an extent that it is simply impossible to do so. We are fully aware of the situation we would otherwise bestow upon it; at the same time every possible effort is being made to forward our freight. Under the circumstances, we are compelled to say that if we are at fault in anything it is in having worked too hard, and spent too much money in endeavoring to encourage immigration to Southern California, and thereby having lost our market, although without any intention of such a result, for us to give the freight traffic to that country the attention which it should have.

Yours respectfully,
W. F. WHITE,
Traffic Manager,
SOUTHERN PACIFIC COMPANY AND LEASED LINES.

OFFICE MANAGER,
SAN FRANCISCO, Feb. 4, 1888.

Mr. A. N. TOWNE, Secretary Los Angeles Board of Trade, Los Angeles, Cal.—
DEAR SIR: Your letter just received, saying the Board of Trade of Los Angeles will make an effort during the present session of Congress to secure an increase in the amount of mail and express matter in your city, also to have the efficiency of the post office greatly increased, etc., and asking me for facts and figures demonstrating the phenomenal growth of your city and the country, particularly requesting that I place you in possession of an authoritative statement in regard to the immense passenger and freight traffic on the lines of the Southern Pacific Company.

Measured by a standard of comparison, 1887 with previous periods, we find, even within our limited scope of observation, much improved. We call your attention to the fact that we should interest all of those of the East; and which should engage the attention of the minds of our representatives. To properly direct attention to the growth of Southern California and phenomenal California, it will be necessary to show them that progress that has been made within the last few years; show them that we are in a position to provide the necessities of life; also show them the multiplied comforts and luxuries immeasurable in every direction, that show themselves by way of culture, and the like, in the interior of the state. This has been of your wants—not only of Los Angeles, but of your port of San Pedro. The want of action on the part of the Government in the way of knowledge of the true state of affairs which surround you; and it is not at all strange we find the Government so far behind in providing for you as they should, in the provision of the post office, newspaper, etc., of the section of the State, as well as that of all other portions of California, are so little known or understood by the fact that the annual flow of traffic passing and repassing—always a fair index as a guide of other business pursuits—has so largely increased, as is denoted by the following figures: In 1887, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1887 of 68 per cent.; at El Paso the increase was 10 per cent., for freight cars, and 20 per cent., for passenger cars. During the period from the Atchison, Topeka and Santa Fe, during the period named, 134 per cent. more freight cars and 14 per cent. more passenger cars than during the same period in 1886. In 1887, the number of passenger cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1887 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in 1888 of 68 per cent., and 188,000 more passenger cars. We are taxed to our utmost capacity, and are unable to meet as promptly as we can the demands of the market, so poor has it been, as we believed, foreseen a large increase of traffic in 1888 over 1886, but it has exceeded our most sanguine expectations. In 1888, the number of freight cars was 250,000, of which 188,000 were passenger cars, showing an increase in